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RUEHBY/AMEMBASSY CANBERRA PRIORITY 0850  
RUEHMO/AMEMBASSY MOSCOW PRIORITY 4319  
RUEHNE/AMEMBASSY NEW DELHI PRIORITY 0764  
RUEHOT/AMEMBASSY OTTAWA PRIORITY 1753  
RUEHUL/AMEMBASSY SEOUL PRIORITY 0489  
RUEHKO/AMEMBASSY TOKYO PRIORITY 1879  
RUEHWL/AMEMBASSY WELLINGTON PRIORITY 0166  
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TAGS: [FAIR](#) [ECON](#) [EUN](#) [IT](#) [SENV](#)

SUBJECT: EU AVIATION EMISSIONS DRAFT PROPOSAL--GOI VIEWS

REF: A. STATE 04858

[1](#)B. 06 STATE 190254

[1](#)C. 06 STATE 188369

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SUMMARY  
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[1](#)1. (SBU) GOI representatives report a strong interest within the EU and among the GOI technical authorities to have new EU legislation addressing environmental pollution generally, and aviation emissions specifically. From their comments, it seems that neither the GOI nor the EU have determined a final position on the content/substance of the regulations. For this reason, post believes that USG can continue to influence the aviation emissions debate. END SUMMARY.

[1](#)2. (SBU) EconOffs met with Achille Vinci Giacchi, Diplomatic Advisor to the Ministry of Transport, on January 30. He was confident that there was enough time remaining to reach a solution satisfying to both pro- and anti-emissions groups before any EU regulations are enacted. He stated that Italy's technical aviation authorities (ENAC--Italy's aviation authority) will raise the matter within the ICAO context and may find a solution there.

[1](#)3. (SBU) Vinci Giacchi also thought that since larger environmental control issues were more difficult to resolve, some EU members sought to use aviation emissions as a way to push the environmental agenda. With greater USG flexibility on environmental issues generally, he said, the EU might be less aggressive in its aviation emissions control efforts. He noted that the date for international carrier compliance with proposed EU aviation standards was still under discussion, and that the EU might decide to extend the date so far into the future that such regulation would be meaningless.

[1](#)4. (SBU) A/ECMIN also met with Massimo Gajani, Diplomatic Advisor to the Ministry of EU Affairs, on February 9. Gajani mentioned that environmental issues are a high priority in the EU now; he believes that the proposed EU aviation emissions regulation is a strategy to establish the EU as an international leader on environmental policy. With many EU

and non-EU competing policy interests, including both competition and environmental, Gajani thought that ultimately heads of EU member states may need to decide the final form of any aviation emissions regulation.

15. (SBU) Gajani mentioned that he and Vinci Giacchi will write the GOI position paper on aviation emissions regulation to be submitted to the EU. Gajani stated that they will bear in mind USG views when preparing the position paper. Ultimately, he said, the EU and the U.S. must work together.

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COMMENT  
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16. (SBU) Neither Gajani nor Vinci Giacchi could be drawn out on whether or not the GOI supports the proposed EU regulation. While Vinci Giacchi mentioned, in passing, a possible ICAO role in deciding on an aviation emissions regulation, both our interlocutors seemed to prefer EU-drafted regulations. That said, both hinted at disagreement both within the EU and the GOI on the means and timetable for addressing aviation emissions. For this reason, Post believes that the USG can continue to influence the aviation emissions discussion in Europe in both Brussels and Italy. END COMMENT.  
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